

Military Surface Deployment & Distribution Command, (SDDC) requires dedicated barge service for transportation of Department of Defense owned jet fuel (JP5 and JP8) and marine diesel (F76), by tug and barge between ports and points on inland waterways in Virginia, Maryland, Delaware, Pennsylvania, New Jersey, and Washington DC. Contractor's operations shall be on the Chesapeake Bay, the Delaware Bay, and their tributaries. Movements between the Delaware River and Chesapeake Bay shall be accomplished by traversing the C&D Canal; none of the movements traverse coastal waterways. The Contractor shall provide tug and barge transportation using Contractor-supplied equipment as specified in the Performance Work Statement (PWS).

The Contractor shall furnish all supplies, materials, equipment, and personnel necessary to perform the services incidental to the operation of the following equipment exclusively to the Government's use at all times, 24 hours per day, 7 days per week: One tug and tank barge having a total calibrated capacity of not less than 20,000 barrels and not more than 30,000 barrels, and one tug and tank barge having a total calibrated capacity of not less than 30,000 barrels and not more than 35,000 barrels.

On-call services may be required on a monthly, as needed, basis are as follows: One tug and tank barge having a total calibrated capacity of not less than 20,000 barrels and not more than 30,000 barrels, and one tug and tank barge having a total calibrated capacity of not less than 30,000 barrels and not more than 35,000 barrels.

All barges shall be equipped with (1) a cargo pumping system with necessary hoses and connections capable of completely discharging and stripping the cargo tanks without outside power or assistance from the shore. The average load/discharge rate for all destinations shall be a minimum of 2,000 barrels per hour (BPH) at a pressure of 100 pounds per square inch (PSI) from the barge manifold including quantities stripped from cargo tanks (2) an independent cargo tank stripping system capable of stripping all but a maximum of 2 barrels of product per cargo tank, not to exceed 10 barrels for the entire barge. The discharge rate during tank stripping operations may be less than the minimum rates stipulated above (3) a water stripping system, separate from the cargo tank stripping system, for removal of residual water prior to discharge of cargo. All water and cargo tank stripping and discharge lines shall be fully visible from the deck. Permanent gauge point marks with reference height stenciled to the deck or compartment hatch, certified calibration charts not exceeding eight years in age (provided that no structural alterations have been performed subsequent to the calibration date), trim correction tables and legible draft markings. Barges shall be recalibrated as needed at the Contractor's expense during the contract period. Barges with stainless steel or epoxy-coated tanks are preferred, but barges with uncoated tanks may be offered. For the purpose of this requirement, any commercial epoxy coating impervious to petroleum products, except coal tar epoxy, is suitable. Steel valves shall be an integral part of all barges used in the performance of this contract. Spill rails are required on all barges. When required, the Contractor shall provide 200 feet of sectional fuel delivery hose and various coupling attachments necessary for over-the-water fuel loading to ships. The tugs shall have a minimum shaft horsepower of 1500, single or twin screw, capable of maintaining an average speed of 7.5 KPH, sea buoy to sea buoy, suitable in design and power to properly transport and maneuver the offered barge. The tugs and barges used must meet US Coast Guard regulations for the designated traffic areas. The Contractor shall own the equipment performing the transportation service or shall have the equipment under long-term lease for the duration of the contract period to include the base year and all option years.

The Contractor shall be able to transact business (e.g., report submission, etc.) with the COR, located in Houston, TX, with normal business hours on Central time, 07:00 to 16:00, Monday through Friday. The period of performance will be one base year with four one-year options. The Government will exercise options based on need.

This is a 100% set-aside for small business. The NAICS Code for this procurement is 483113. The solicitation will be issued on or about 19 April 2004. To retrieve this file electronically, go to www.sddc.army.mil. Double click Doing Business with SDDC, click solicitations and locate Mid-Atlantic Barge, W81GYE-04-R-0025. All interested should reply by email, as notices will be sent via email to parties furnishing email addresses. All questions concerning this solicitation should be directed to Meg McIntosh, (703) 428-2040 or e-mail mcintoshm@sddc.army.mil or Contracting Officer, Ray Jones, (703) 428-2034 or e-mail jonesr@sddc.army.mil.